

ROUTES

TO

Cachar and Sylhet.

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INTRODUCTION.

THE difficulty which is invariably found in getting any reliable information regarding the proper routes available to travel by to Cachar and Sylhet, has tempted the writer to compile what he believes to be correct information in a condensed form. The book makes no pretension to literary merit, but is simply a compilation of what, it is hoped, may be useful and reliable information.

To tradesmen who often receive very vague instructions regarding despatch of goods, it may prove handy in enabling them to find out the quickest and most economical mode of doing so. To agents of tea gardens, it is hoped, it may be of some service, whilst to insurance companies it may prove a benefit, although only a small one, and to the traveller out for a holiday the names of the places he visits and the best way to enjoy a Poonjah holiday may be of some interest.

The A.-B. Railway, although no doubt a boon in simplifying matters in some ways, has in others complicated them, as the number of available routes has increased, but the writer hopes he has made this plain, at a nyrate he has tried to.

The saving effected by despatching small parcels by passenger trains to most parts of those districts, in fact all but North Sylhet, is so great that parcel post revenue must have received a heavy blow, and, it is not too much to say, that nowadays, treble the amount can be sent by "*parcels*," which could formerly be sent by post, and the time taken up in transit is the same with the exception of outlying parts, and parcel post should, unless under very exceptional cases, never be used nowadays.

ROUTES

TO

CACHAR AND SYLHET.

VERY few people know how many ways goods and passengers can be booked to these places. Let us first consider the steamer companies. The two powerful inland companies, the India General Steam Navigation and Railway Co., Ltd., and the Rivers Steam Navigation Company are the only two that profess to carry passengers, and to carry on trade with Cachar and Sylhet, the Bengal Steamship Co. not having travelled so far afield as yet. The agents of the India General Steam Navigation Company are Messrs. Kilburn & Co., 4, Fairlie Place, and those of the Rivers Steam Navigation Company are Messrs McNeill & Co., 2-1, Clive Ghat Street, and Mr. John Taylor presides at Goalundo over the Assam Mail Service; whilst the interests of the Bengal Steamship,

Company (which although only trading as far as Naraingunge just now may extend its wings some day) are looked after by Messrs. Andrew Yule & Co.

As far as running, etc., the two big companies are affiliated and yet separate. What is known as the Sunderbuns Daily Despatch boats, arrive at, and depart from, the Armenian Ghat ; whilst the cargo service, or what is known as the direct service, has two ghats, the India General receiving ghat being Nimtolla, whilst the river steamers patronise Jaggernath Ghat. In addition to the Daily Despatch Steamer, *vid* Sunderbuns, there is a goods service carried on between Chandpore, the terminus of the Assam-Bengal Railway and Calcutta, time occupied between the two places being 3 to 4 days ; goods for these are receivable, and deliverable, at Armenian Ghat.

It will thus be seen that there are three alternate routes from Calcutta to Cachar and Sylhet by river for goods traffic, Sunderbuns Daily Despatch, and bi-weekly goods service to Chandpur, in connection with the A.-B. Railway, and the weekly cargo, or direct service

from Nimtolla and Jaggernath Ghata. The correct rates of freight by the different routes can be obtained at the respective offices ; suffice it for our purpose here to say that goods or direct service rates, are about 30 per cent. lower than despatch rates. This paragraph has dealt with the service as regards steamers leaving Calcutta, but there yet remains another means of transit *via* the Eastern Bengal State Railway to Goalundo, and thence by alternative routes, steamer entirely, or, steamer and its connection, the Assam-Bengal Railway, and it is by these routes so many mistakes occur. Sealdah, it is hardly necessary to say, is the point of departure at one end, as Goalundo is the terminus at the other end of the Eastern Bengal State Railway, although parcels and other goods can be shipped at the Armenian Ghat by P. C. Railway, but, if quick despatch is wanted, goods should be sent to Sealdah and booked there. Passengers, on arrival at Sealdah, can book through to Silchar, by train to Goalundo, thence by Despatch Steamer on to Chandpur, and then Assam-Bengal Railway, or they can take the alternative route, by steamer the whole

way to Cachar, although, if they elect this way, transshipment is necessary at Naraingunge. At this place the Cachar, Sylhet, and Sunderbuns steamer services meet, and thence onward become one, i.e., if a passenger left Calcutta by Sunderbuns Despatch Service, and another twenty-four hours later left by train to Goalundo, and Despatch Service to Naraingunge, the two would meet at the latter place, and proceed together to Cachar. A short time back at Goalundo it was most confusing for a traveller, if proceeding to, say, South Sylhet, to arrive at Goalundo, as one naturally followed the finger on the signboard, on the platform at this place, and took the Sylhet Despatch Steamer, which does not go near South Sylhet, the route for which should have been Cachar Despatch Service to Marcolly or Fenchhoogunge, or else, Chandpur Despatch Steamer, and Assam-Bengal Railway, to whatever part of South Sylhet, or Karimgunge Divisions of the Sylhet District, the traveller might happen to be going. There is nothing so common as this error on the part of trades-people in booking orders, as naturally, when they see that a place

is anywhere in Sylhet, the conclusion is, and naturally too, Sylhet should be put on the address; whilst, if one follows the map, the town of Sylhet, it will be seen, is in the most northerly sub-division of this big district, and a parcel or goods wrongly sent to Sylhet means a delay of a week to ten days, as the line of route by steamer for Sylhet bifurcates at a place called Marcolly, the junction of the Surma and Kushiara Rivers. Before the railway came into competition the situation at Goalundo was even more perplexing, as the large river companies ran two separate daily steamers, the one supplying the Sylhet Head-quarters District, and the other the South Sylhet and Karimgunge Sub-divisions, and also Cachar District. The earthquake of 1897 destroyed the river channels so much that the Sylhet lime trade is not sufficient for a daily steamer, and the work is now carried on by having a flat anchored at Marcolly, where the Sylhet cargo, and passengers, are discharged *ex* the Sunderbuns Daily Cachar Despatch boat, and between Marcolly, Chuttack, and Sylhet the service is carried on by a small feeder service.

Naraingunge, then, the reader will observe, is a sort of terminus, and the Daily Despatch service of the I. G. S. N. and R. S. N. Co.'s between Goalundo, and Naraingunge, the connecting link between the E. B. S. and the Dacca and Mymensing Railways, discharges any passengers and cargo for Cachar into the Sunderbuns Despatch boat, which goes straight on to Cachar, calling at the different mookhs on the way up, and down, Marcolly being the junction of the Sylhet and Chuttaok section. To any one who will glance at the map it will be evident how misleading the address, Sylhet, may be. And now it is proposed to go into some details of the different places served by the steamer companies and the Railway, but, before doing so, let the different routes be enumerated shortly.

For I. G. S. N. Company.

From Nimtolla Ghat weekly cargo service alternating with

Jaggernath Ghat for Rivers Company, Limited, *Cargo only.*

Daily Sunderbuns Despatch, Armenian Ghat.

Bi-weekly Sunderbuns Cargo Service in connection with Assam-Bengal Railway to Chandpur, and *vice versa* from Armenian Ghat.

Daily goods trains to Goalundo in connection with cargo service to Chandpur, A.-B. R., or further upwards, according to sender's option, from Sealdah.

The train services in connection with the Steamer Company, and Railway, for parcels, and passengers, are as under :—

The evening train leaves at 21h. 30m., Madras time, and arrives at Goalundo at 4h. 50m., and the passenger proceeding by steamer leaves again in about an hour, but should he elect to travel by Assam-Bengal Railway, there will be a wait of some 6 or 7 hours ; or the traveller might have left Calcutta the same morning by what is known as the Chandpur express, which leaves Calcutta 5h. 55m. and reaches Goalundo at 11h. 40m., the steamer leaving at 12h. 15m.

This last is the most expeditious way of reaching one's destination, if travelling Sylhet, or Cachar way. Having thus described the chief routes, it is now proposed to follow up that of the steamers, and, as this is written principally

in the tea-interest, the mookhs, which serve the different groups of gardens, will be enumerated, the distances approximately to each garden can be seen on the map attached, and afterwards, the railway route, will be dealt with in the same way.

Leaving Naraingunge by Despatch Steamer, the first station is Komola Ghat, afterwards in succession come Boidya Bazaar, Bisnundi, Manicknugger, Brahmanbaria, Bhoyrub Bazaar (an important jute centre), Azabpore (here there is a road to the nearest tea-gardens fully 30 miles, but it is never used, as there are no rest-houses on the road), Dilalpur (here the old direct Sylhet Service, when running, parted company), Chutulpara, Goalnugger, and then Mudna; here a halt must be called, as the River Koye debouches, and this ghat used to serve a large number of gardens known as the Luskherpore group, and is also a large distributing centre for piece-goods to the Hobeegunge District. The distance by river to, say, Muchikandy, or the Koye, is very great even by road; it is something under 40 miles. The gardens in the Luskherpore District, nearest to the Koye, are Rema Imperial Co., Ltd., Amo Tea Estate, Chuundeecherra Tea

Co., Ltd., Chandpur Tea Co., Ltd., and the Luskharpore Tea Co., Ltd., and on the Sutang, Lalchand, and Deundi Tea Estates. The railway to a certain extent has done away with a good deal of the river traffic for these gardens, as will be seen when the railway portion of this work is dealt with. After Mudna comes Bittalang, Ajmerigunge, Marcolly (the junction for the feeder service of the Chuttack and Sylhet Rivers), then Enathgunge, and a little further on Monoomookh; a year or two ago the most important mookh on this river. Monoomookh is distant from Maulvie Bazaar (the head-quarters of the South Sylhet Sub-Division) about 10 miles by road, which is get-at-able all the year round by boat. The River Goffa joins the Kushiara River just below Monoomookh, at a place called Bahadurpore (about 3 miles below), and a few years ago, the products of the Mirzapore Tea Co., Ltd., Sathgao Tea Estate, the Amrail, Deanston, Kalighat, and Jagcherra Divisions of the C. T. & L. Co., Ltd., the Baraora Tea Co., Ltd., the Mazdehee Tea Co., Ltd., and Maulvie Tea Estates, used to all find their exit here. The Goffa drains the Hall

Hoar, which is in the form of a horse-shoe, and gardens are dotted all along the edge. The farthest off was about 30 miles by road from Monoomookh, and the boat journey up the Bheel, i.e., the centre of the horse-shoe, took from 12 to 15 hours. The railway has altered all this, although they can use the alternative route; but with the railway passing through the gardens, this is not likely.

Following up the Monoo River from the mookh of that name, the gardens along the banks are Rajnugger, Lungla, and the Chutlapore Division of the Allynugger Tea Co., Ltd., whilst on the banks of the branch of this river, called the Doloi, are first the Dauracherra and Lungicherra Coffee Estates, then Mertinga Madopore, Adampore, Patrikhola, and Kurmacherra Tea Estates, and Doloi Tea Co., Ltd., and on the north-eastern bank, the Allynugger Division of the Allynugger Tea Co., Ltd. Proceeding upwards after Monoomookh, along the main river, Ballygunge is reached, which is the most important native bazaar in Sylhet, and an enormous trade in piece-goods, seeds, etc., is done. This port of call only serves a few gardens, Etah,

Indessur, and Karimpore Division of the Lungla Tea Co., Ltd., and perhaps Parbutpore Tea Estate, the distance between which and Monoo-mookh is a toss up. After Ballygunge comes Feuchoo-gunge, which only serves two gardens, in the immediate neighbourhood Indanugger Division of the Loobah Tea Co., Ltd., Morapore Amalgamated Tea Co., Ltd., but the Longai, and other rivers empty themselves into the Kushiara, and drain the Hucky Luckee Hoar, and during the rains the Kaliti Tea Co., Clevedon, and Ghazeepur Tea Estates, and the Hingagea Tea Co., Ltd., and Barrumsal Garden, take advantage of it for shipping. The Jhurie River also finds its way into the Kushiara here, and on its banks are the Silloah, Kapnapahar, Rutna (Imperial Tea Co., Ltd.), Sagurnal (Con., T. and L. Co.), Phooltollah (New Sylhet Tea Co., Ltd.), and Rajkie (S. V. Tea Co., Ltd.) gardens, and on a small tributary, called the Tollgang, are the Puthini, and Tilbhoom Estates. Before the railway opened, the Samanbugh, Dhamai, Longai Cos., and Dakhingole, Sabaspore, and Muddunpore Estates, used to ship in this way, but now, the railway has altered matters. Proceeding up the Kushiara comes Karim-

gunge, the next important point of call, and formerly all, but now only a portion, of the crops of the following gardens is shipped by steamer : Hathi Khira, Byta Khal, Chand Khira, and Adam Tila. Passing on to the next station, Kutchoo Mookh, is the outlet of the Singlo River, and serves the whole of what is known as the Chargola group of gardens, Eraligool, Mokamcherra, Chargola, Bidyanugger, Doolab Cherra, Singlacherra, Gombiracherra, Kekragul, Oliviacherra and Maguracherra gardens. After Kutchoo Mookh comes Budderpore ; Bhangra, is also a small station before reaching this place, but serves no gardens, but boasts of a saw-mill, and is about 2 miles below the bifurcation of the Surma and Kushiara. Budderpore is, or rather will be, an important place in the near future, after the Assam-Bengal Railway is completed into the Assam, or Brahmaputra Valley. The main line here crosses the Barak River, and proceeds *vid* Damcherra, into the North Cachar Hills, and there is a branch line into Silchar.

Budderpore serves only a garden of the same name and its out-gardens, whilst a little, further

up is Sealtick, which serves the valley of the Dalessary, and Kattakhal Rivers, which are on the south bank of the Barak. The gardens on the Dalessary are :—Chandypore, Serispore, Kunchunpore, Ainakhall (central station of the Bengal Co., Ltd.), Koyah, and Lotakandy (one of the divisions of the Phoenix Tea Co., Ltd.). Those on the Katakhol are :—Burnie Braes, Bundookmara, Kalacherra, Jafferbund, Lallamookh, Lallacherra, Vernerpore, and Cutleecherra, Boron and Kukiecherras.

A little further up the Barak comes Jatinga Mookh; here the produce of a large number of gardens finds its outlet, principal among which are The Cherra Tea Co., Ltd., Barkhola, Doloo, Kallinugger, and Khoreel, Rampore, Abong, and Nemotha. Jatinga Mookh is only a few miles from Silchar, and there is no mookh of any importance between the two. What is known as Chota and Burra Doodputlee ship in Silchar, as also do the gardens of the Larsinga and Happy Valley. The names of these gardens are :—Larsinga, Chundee Ghat, Shibarbund, Thaligram, Pathemara, Teekulpar, Koombir, Paticherra, Martycherra,

Coombergram, Urrunabund (British India Tea Co., Limited), Majagram (Scottpore Tea Co., Ltd.), Doyapore, and Madoora. Following up the Barak above Silchar on the north bank, first comes Arcuttipore, then Cossipore and at a place called Banskandy, Pallorbund (Scottpore Tea Co., Ltd.) is not far distant. A little further up the Cheerie River debouches, and it, during the rains, is the water-way for the produce of the Tarrapore Tea Co., Ltd., the principal gardens of which are—Tarrapore, Dewan, Burtoll, and Lallong. Nearly opposite the mouth of the Cheerie is the Soonai river, the waterway to Rookny, Monierkhall, and Dharamiakhall gardens on the south bank of the Barak. At Monierkhall a saw-mill belonging to Messrs. McTavish & Co. is in an excellent situation for a supply of timber. The next, and only important station one comes to is Luckipore, and here the teas of a garden of this name are shipped, and during the cold weather the Eastern Cachar Tea Co. utilize it as a ghat (during the rains the teas of the latter are sent down *vid* Sonai Mookh) to Silchar. The principal gardens of the Eastern Cachar Co. are—Mahmuda, Binakaudy, and Hatikury, and

Bowaleah. In addition to these gardens, Tilkah, Alyne, and Dilkhoosh gardens ship their teas to Silchar by a feeder service, which the steamer companies keep up in the rains. Above this there are now no gardens, except one, which formerly was called the Jheereeghat Tea Co., Ltd., but which went into liquidation, and is now owned by natives, and the produce, or at least part of it, is sold under the name of Gujong, being the name of the high range of hills which divide it from Luckipore. The garden is situate on the Jheerie River, which forms the boundary between British territory and Manipur. Having thus followed the river as far up as any gardens exist, it will be necessary to retrace our steps, and mention the gardens on the north bank, which were missed out, being on tributaries of the Barak. From its source down to Bhanga, the main river is called the Barak; below this place it divides, and is called the Kushiara, which flows past Fenchogunge, Ballygunge, etc., whilst the Surma flows away in a northerly, and westerly direction, past the town of Sylhet. During the rains a number of gardens, not referred to, on the north bank,

send their teas, etc., to Sealtick for the steamers, vis., Karkooree, North-Western Cachar Tea Co., Dulcherra, and Kalluin; but later on, when water gets scarce, these gardens have the alternative of shipping at the Libberpotta Ghat, which also draws Kallinecherra (Loobah Tea Co., Ltd.), Nutwanpore, Craig Park and Goomra (Western Cachar Tea Est.), or Jallalpore, as the natives call it, and the teas are carried to Karimgunge, or Budderpore by a feeder, which picks up also on its way the Loobah Co.'s teas, or, they boat their teas to Karimgunge, which saves handling, and is easier of access than Budderpore, although a greater mileage, but is down stream, whereas Budderpore would be against the current all the way. Near Sylhet town itself there are a number of gardens, the Lakatoora Tea Co., Ltd., Sylhet Tea Co., Ltd. (Mulnacherra), Star Tea Estate, Consolidated Tea and Lands Co., Ltd., gardens, Burjancherra and Goolni, and right away, under the Jantia hills, Lallakhal, and Bagcherra, and a little further, but west, under the same range, Jafflong Division of the Co. It will scarcely be worth while returning to this part

of the district, so perhaps it is best to finish with it. The most direct route in the rains for goods to Sylhet town, which is a very isolated corner of the district, is by steamer from Goalundo, changing first at Naraingunge, and then into the feeder at Marcolly; but during the cold weather, for light parcels, etc., the quickest way is to book by parcels to Fenchogunge, or Kalaura, A.-B. Railway, and have a coolie, or coolies, waiting there to meet the parcel, or parcels. The distance from Sylhet, to Kalaura, A.-B. Railway, is about 34 miles; and to Fenchogunge steamer station 15 miles; the journey by rail, and steamer from Calcutta, to Sylhet town, occupies about $3\frac{1}{2}$ days in the height of the rains. There is the alternative of train to Kalaura, which takes about 30 hours; but at Kalaura there are no conveyances of any kind, so the third way (is the best) of getting to Sylhet by the Cachar Despatch Steamer from Goalundo, leaving it at Fenchogunge. The distance from this place into Sylhet is 15 miles along a good road, and by telegraphing 24 hours beforehand, to the Sylhet

Omnibus Company, Limited, a conveyance can always be had to carry one, or two passengers, and some light luggage; the hire varies from 5 rupees upwards. It will now be dawning on the reader how terribly vague the term Sylhet may be made, and, how a parcel addressed there, may be sent all over the country without reaching its proper destination. The word Sylhet should never be put on parcels, or letters, unless to officials, or residents in Sylhet, or the following gardens:—Star Tea Estate, Lakatoora, Mulnicherra (Sylhet Tea Company, Limited), Burjancherra, Gulnie, Jafflong, and Jaintipur gardens of the Consolidated Tea and Lands Company, Limited, and Loobahcherra, and Moolagool gardens of the Loobah Tea Company, Limited. The above three routes apply to all these gardens, and in the case of very light parcels, there is the alternative of Dāk-banghy. Having so far then traced the steamer route to Cachar and Sylhet, it is now proposed to return to Chandpur, Tippera District, the terminus of the Assam-Bengal Railway, and follow up its course and see what gardens the different stations tap. The

first station on the A.-B. R. that serves any number of gardens is Itakhola. After it became known that the railway was to be taken in hand, several gardens were opened up in the immediate vicinity of this station, the nearest being Surma Division of the Imperial Tea Company, Limited, and close alongside is the Teliapara Tea Company, Limited. These gardens are about 3 miles distant from Itakhola station, and since their formation, a road has been made through for connection with the Lushkerpore group of gardens, which makes it a very moot point, whether this station, or Shaistagunge is the nearest to that portion of Hobeegunge. Seven miles from Itakhola is Shazie Bazaar station, which serves two private gardens, Lalchand, and Deundi. From Lalchand, to Shazie Bazaar is now about 4 miles, and Deundi another 3, but, a shorter road is to be made which will bring Lalchand within 2, to $2\frac{1}{2}$ miles of the station, and Deundie 5 or $5\frac{1}{2}$ miles. From Shazie Bazaar, to Shaistagunge, 6 miles, and this is the station formerly mentioned as equidistant with

Itakhola to the following gardens :—Chandpur, Chundeecherra, Luskherpur Tea Co., and Amo Tea Estate. From Shaistagunge to Chinary Ghat, which is the shipping place for the 3 first-named companies, Muchikandy being that for Am., higher up the Koye, the distance is about 7 miles, and from there on to Chandpur close on 4 miles, to Chundeecherra, 5 miles, and to Luskherpur, 6 miles. As was mentioned before, the principal traffic is carried on by boat in the Koye River, which flows past Hobeegunge, the capital of the sub-division of that name, and the shipping station on the Dhallesur River is called Mudna. All heavy goods will, for some time at least, be carried by river, as the distances to cart are very considerable, and the roads, and bridges, not suited. A tramway line is mooted to run by present Government road to Hobeegunge, which crosses the Assam-Bengal Railway at Shaistagunge, Hobeegunge lying about 9 miles in a north-easterly direction from this place. The journey from Mudna by boat to Chinary Ghat takes about 2 days, depending on the strength of the current, and about $\frac{1}{2}$ a day more to Muchi-

kaudy, the ghat for Amo. Small parcels are therefore best booked by E. B. S. and A.-B. Railways to Shaistagunge, or Itakhola ; heavy goods, to Mudna station, by the Inland Steamer Companies. A new garden called Parcool, lying about 15 miles south-east of Shaistagunge, uses this station, but in reality, the Deragaon station is nearer, but the road connection is bad. Gajiegunge, on the Koye, is the nearest boat station to Parcool ; it is on the Koye, and is passed on the upward journey from Mudna to Muchikandy.

Shaistagunge, to Deragaon is 5 miles. The gardens served by this station are Russidpur and Deragaon Divisions of the Baraora Tea Co., Ltd., and as the river communication is very poor here, the railway will always carry the produce of these gardens. In very high floods the Karingi River might be navigable, for, say, 3 months or so, but, the boat risk forbids shipment in this way. Russidpur is 4 miles from the station, and Deragaon about $1\frac{1}{2}$ miles. A little further north of Russidpur, a new garden called Fyzabad is being opened ; the produce when it comes to yield will help to swell the

receipts at Deragaon Station. Nine miles further on, Sathgaon station is reached. This is called after the garden of that name, and serves this garden, and the Amrail Division of the Consolidated Tea and Lands Co., Ltd. (names of the special gardens being Amrail, Gandicherra, and Hooglicherra). The old shipping ghat of these gardens was at a place called Moteegunge (the big river), it being the junction of three streams, which form the Goffa River, and which flows in a northerly direction, passing in its course the Mirzapore Tea Co., Ltd., which ships by it. The Goffa falls into the Kushiara River, at a place called Bahadurpore, about 2 miles below Monoomookh, one of the stations of the Inland Steamer Companies, and formerly mentioned in the steamer route. In former years all the gardens surrounding the Hail Hoar, which is in the shape of a horse-shoe, and drained by the Goffa River, used the steamer station of Monoomookh, but since the advent of the railway, most have gone over to it. So, commencing at one side of the horse-shoe; the first garden is Mirzapore, exclusively steamer using (station, Monoomookh), then

Sathgao, and then the Amrail Division of the Consolidated Co., Ltd., all using the railway. After getting to the head of the horse-shoe, the station used by the gardens is changed from Sathgaon, to Srimangal, they are 4 miles apart, and the names of the gardens using this, taken in the order as they lie, are Schinder Khan, Fuskurie, Kajuricherra, Rajghat, Burmacherra, Tippera, and Puticherra (Deanston Division), then comes Lukhicherra, Kalighat (Balesera Division), Phoolcherra, and Kakiacherra (Phoolcherra Division, all of the C. T. & L. Co., Ltd.). A tram line runs right through the centre, connecting all with the A.-B. R. at Srimangal. Continuing up the same side of the horse-shoe, one comes next to Baraora, the head station of the Company of that name, with Burburia out-garden to the south, and Kyecherra to the north. As the railway runs through the centre of this garden, it is unlikely it will ever use the steamers again. From Kyecherra, to Jagcherra Division, C. T. & L. Co., Ltd. (gardens Jagcherra and Giellacherra), is little over a mile, and as the tramway does not extend as far, the question is a divided

one between steamer, and railway. For passengers and parcels of course the railway claims it, as it is only distant from Srimangal station about 3 miles. A mile further north comes Chatali, out-garden, of the Mazdhee Tea Co., Ltd., and then, a short distance on, comes Mazdhee itself, or, as the natives call it, Narraincherra. During the greater part of the year the Hail Hoar backs up to within a mile or so of this garden, so, advantage is taken of this to boat all teas to Monoomookh, the time occupied coming up, or going down, being 12 hours. During the dry months, when there is not water enough, Srimangal, distant about 7 miles, is its railway station. A mile further north of Mazdhee is Moulvi Tea Estate, more commonly known as Goysnugger. This garden has an alternative route; in the cold weather, rail from Srimangal, or water (when it dries up in the Hail Hoar) by the Monoo River from Maulvi Bazaar to Monoomookh, to which a direct road runs as well; the distance is 6 miles to Maulvi Bazaar, to Monoomookh 16, and to Srimangal station, 8 miles. Allynugger station is 9 miles from Srimangal, and serves the following gar-

dens :—Madopore, Adampore, Patrikhola, and Doloi, on the south bank of the river of that name, and Kurmacherra, which lies on the north bank. The tea, and any other produce from all these gardens can be boated down the Doloi River, to the Allynugger station, or, on to Monoomookh to be put on the steamer. The River Doloi is navigable all the year round, koondahs, or dug-outs though can only work in the cold weather. The boat journey from Monoomookh, to these places, occupies 3 days at least. The distances from the railway station are approximately :—From Allynugger station, to Ranee Bazar, 4 miles ; from Ranee Bazar, to Madopore, 3 miles ; to Adampore, 4 miles ; to Patrikhola, 7 miles ; to Doloi, 2 more, and to Kurmacherra, say, 9 miles. From Allynugger, to Shamshernugger, the distance is only 3 miles, and, it seems somewhat strange, the station of Allynugger should not serve the garden of the same name ; but, this is so, for Shamshernugger, is patronised by the Allynugger Division of the Allynugger Tea Co., Ltd.

Allynugger Garden is distant from Shamshernugger a little over a mile, and adjoining it are

Shamshernugger, and Bagicherra, Kannyhatti Divisions of the Lungla Co., Ltd., which, with the Chutlapore Division of the Allynugger Tea Co. make up the complement of gardens this station serves. Shamshernugger, is distant from the station about half a mile. Kannyhatti, 2 miles ; Daocherra, an out-garden of Kannyhatti, 2 miles ; Bagicherra, 3 miles, and Chutlapore, about 4 miles. The Monoo River is not far distant, and some of its tributaries run quite close to all the gardens, so they can use steamers, or rail as they like. A boat takes from one to 2 days from Monoomookh to reach these ghats upwards ; downwards, it goes in 12, to 15 hours ; 6 miles from Shamshernugger comes Telagaon. From this station, Lungla, the oldest division of the company of that name, is distant about 3 miles, and then further west lies Rajnugger, known locally as Soonatholla, with Parbatpore, Luayuni, Holicherra, and Kajuldara grouped around it. The latter two, and possibly Luayuni, are nearer to Kalaura, the next station higher up the line. Holicherra is one of the Consolidated Tea and Lands Company's gardens, with an out-garden, distant

about 4 miles, in a northerly direction called Degai Cherra or Singoor (native name). A little further north, say, 3 miles, lies Burrumsal, and still further on, say, 6 miles, comes Morapore, and Anniepore, part of the Amalgamated Tea Co., Ltd., distant 4 miles from Fenchoo-gunge, which is the river station for shipping. These gardens all lie on the east side of a range of hills that runs about due north of Lungla, and terminates on the banks of the Kushiara at Fenchoo-gunge, and those on the western side are Indanugger Garden of the Loobah Tea Co., Ltd., with its out-garden, Chandbagh, which adjoins Indessur, Karimpore, Etah, and Ekaronie gardens of the Lungla Tea Co., Ltd. Still further south come Udna, and Luayuni on the east, and Parbutpore on the west side of it, and, in an almost due south direction, Soonatholla, native name for the factory, and lines of the Rajnugger Tea Co., Ltd. All the gardens in this group are more or less dependent on water carriage, which is very much affected by the rise and fall of the Kushiara, which, when full hacks up the Bheel, quite close to most of them. Fenchoo-gunge being

the shipping station for Kajaldara, Holicherra, Burrumsal, Anniepore, and Indanugger, whilst Etah, and Karimpore patronise Ballygunge, and the rest Monoomookh. For passengers, by rail of course, there is a choice, as the distance is much the same from either Kalaura. or Telagaon, and good roads in both cases. Kalaura, distant from Telagaon 8 miles, serves a large number of gardens, although a flag-station Jurimookh has been opened, which will, to a certain extent, deprive it of some goods, but not passenger traffic to any extent. In close proximity to Kalaura to the south-east of the line comes Ghazeepore, a private garden, and about a mile further along the foot, of what is known as the Hura Gaj Range, lies Kaliti, and a mile further on Rungicherra, belonging to Maulvie Ali Omjid Khan. Leaving Ghazeepore, proceeding over a high pass on this Hura Gaj Range, on descending into the plains on the eastern slope, Sagurnal, one of Consolidated Tea and Lands Co., Ltd., gardens, is the first one met with. Proceeding almost south, the next is the New Sylhet Tea Co., Ltd., Phooltolla garden, and still further south, say, about 6 miles from

Sagurnal, lies Rajkie Division of the Sarma Valley Tea Co., Ltd. This is on the borders of Independent Tippera. Returning, if instead of following the same road, after passing Sagurnal, a north-easterly road, is taken, the traveller debouches in the Rutna Division of the Imperial Tea Co., Ltd., and the distance, although a little longer than *viâ* Gazeepore, has the advantage that it saves the ups and downs of the steep pass referred to above; distant from Rutna, in a westerly direction, about 4 miles, is Clevedon Tea Estate, and close by, adjoining it, in a northerly and easterly direction, is Kapnapahar (Kasinugger native name) Division of the Dhamai Tea Co., Ltd., and Silloah, of the S. V. Tea Co., Ltd., the last garden in the Sub-Division of South Sylhet. In the Karimgunge Sub-Division, the teas of the following gardens can be either shipped at the flag-station on the Jhurie River, or sent on by boat to Fenchoo-gunge for the Inland Steam Navigation Co.'s steamers, Pathini, Tilbhoom, and Kapnapahar. Passengers by-and-bye, when communication is properly established between the two sub-divisions, will come in

here from the Longai Valley as it is called. From Kalaura, to Dakhinsbagh is 11 miles. On the west side of the line are no gardens, but quite contiguous on the east side lie the following head station :—Dhamai Tea Co., Ltd., Sonarupa Tea Estate, Samanbagh Tea Co., and a little further north, Dukingole. Passing on from Dakshinbagh, the next station one comes to is Barlika, five miles between the two. This serves no garden in the immediate neighbourhood, but is much the shortest route to take to get into the Chargola Valley. This road goes right through to Patarkandy, at which place it joins the Karimgunge, Olivia-cherra, and Chargola road, to which reference will be made later on. The distance from Barlika, to Patarkandy is 13 miles, whereas, the distance from Karimgunge to the same place is over 20. It will thus be seen how important this station may become for light parcels and passenger traffic, and mails. When Karimgunge is reached, the different gardens will be enumerated, which this station might serve as an alternative route. From Barlika, to Latoo, is 8 miles ; close to the station are two gardens, one

called Muddanpore, and one Sabaspore, formerly owned by the Land Mortgage Bank, later on by the Amalgamated Tea Co., and now by natives. Passing on 11 miles, Karimgunge is the next station, and this is a very important place. Due south from the station an embanked road runs for over 30 miles to Oliviacherra. There formerly was a guard of frontier police here, which has been abolished since the annexation of the Lushai country. About 12 miles from Karimgunge there is a rest-house called Nilam Bazaar, and 20 miles out comes Patarkandy, referred to above in connection with Barlika. Patarkandy, is the apex of a triangle, and the hills, so to speak, on each side represent the legs of it. On the east side of the range is Eraligool, the head factory of the company of this name. It is distant from Patarkandy about 8 miles, in a north-easterly direction. On the other leg of the triangle lie Baberighat, Adam Tila, Longai Valley Tea Co., Ltd., Chandkhira Tea Co., Ltd., with Sonakhira and Lallkhira, belonging to the Longai Valley Tea Co., Ltd., in close proximity, but further on. Here a road runs off to Pathini

T. G., Saffhinjury Bhil Tea Co., Ltd., Piplagool and Chumpabarrie T. G. Reference was made to this road when dealing with the gardens in the Jhurie Valley (page 29). The other road running down this leg of the triangle brings one to Hathikhira Tea Co., Ltd., and Baitakhul T. G. of the C. T. and L. Co., Ltd. All ship their tea at Karimgunge. Here one's steps must be retraced, and a fresh start made from Patarkandy, and riding along the trunk road southwards, the Chargola pass has to be negotiated. After the descent has been achieved, the traveller passes through a flat country again, and the following gardens lie on the right, or west side of the road, but some distance off:—Chargola, Kalacherra, Tarvin, Anniepore, Singlacherra, and Maguracherra, known as the Chargola Tea Association, Ltd. Further on, almost on the Lushai frontier, lie Oliiacherra, Kikragool, and Goombiracherra, of the Consolidated Tea and Lands Co., Ltd. Returning on the east side of the main road, one comes to the gardens of the East India, and Ceylon Tea Co., Ltd., Lallcherra, Bhattarbund, Sivacherra, Mokhamcherra and Durgacherra, and

last of all Raja Grish Chunder Roy's gardens, Chunnighat, and Bidyanugger. The route for these gardens' tea, and goods, is by the River Singlo, and takes 2, to 3 days' time to negotiate. This river not long before falling into the Kushara, joins another stream, and the united body is called the Kutchua River, and here the railway has established a flag-station for the convenience of these gardens, or, they can ship by steamer, if they choose ; either is equally handy, and it makes no difference to insurance, as of course, whichever way shipment is made, "craft" risk has to be incurred. From here on to Budderpore there are no more gardens, but Banga Station, with its saw-mill is passed. Budderpore, is bound to be a very important station in the near future, as it is here, that the railway bifurcates the main line, crossing the massive bridge erected over the Barak River, which has cost so much money to build. The branch line into Silchar runs along the southern bank of the river all the way into Silchar, and several very large streams have to be crossed, which have given a deal of trouble to bridge, on account of the subsidence of the

banks, supposed effects of the earthquake of 1897. About half-way between Budderpore and Salchupra, the River Dalassery is crossed, and just before getting to the station the Kattakhal. These two rivers drain the Hylakandy Valley which is in the shape of a horse-shoe. Just as the River Dalassery is crossed, one looking out of the train can see a road running at right angles due south, and if the traveller went along this $12\frac{1}{2}$ miles he would reach Hylakandy Thanna, the head-quarters of the sub-division ; but all along the range to the right of the road at the foot of the hills, which are the dividing range between Sylhet and Cachar, there are a number of gardens, first on the list being Jatarmookh or Ferdinandpore, then Kudmacherra, Morgaupore, and a mile or so further on Chandypore, the factory for the manufacture of all these gardens' teas and the company of the same name. Proceeding south, six or seven miles further, comes Ballykandy, the last division of the Chandypore Tea Co., Ltd., then two miles further on Serispore Division of the Central Cachar Tea Co., Ltd ; a few miles further on, if riding along the road at the foot of the hills, the traveller would pass

Luckynugger, out-garden of the Bengal Tea Co., Ltd., and then Ainakhall, head centre of this division. On through this what was at one time known as Singalla out-garden is passed, and then comes Koyah ; still going on south, the next garden is the Lotakandy Division of the Phoenix Tea Co., Ltd. Here we are at the head of the horse-shoe, and here all the main roads converge, and form into one, and some five miles south, the traveller, if proceeding on, would come to Manipur, a seed-garden, belonging to a couple of planters, and not much further on Kukeicherra, also a private garden on the banks of the Katakhal; still further south at one time existed Deeryia-ghat, out-garden of the Phoenix Tea Co., Ltd., and then Nagacherra, at one time an out-garden of the defunct Cocheela Tea Co., Ltd., and then Julnacherra, out-garden of the defunct Mouacherra Tea Co., Ltd. Julnacherra has been unfortunately well-known by the necessity which existed for Police protection against the Lushais, and this formed the last outpost at one time, where either Regimental, or Frontier Police outposts existed, but since the annexation of Lushai land, it has been abandoned both as a tea-garden, and an

outpost. Fort Aijal, the capital of Lushai land, can be reached in dug-outs from here, but it is a very tedious journey. In the great rush for teagardens in the sixties, one garden called Pollycherra was opened out to the south of Julnacherra, but coolies could not be got to live on it, so that the attempt to make it a company had to be abandoned. Retracing our steps once more, say a distance of 18, to 20 miles, one would find themselves at the old saw-mill below Cutlacherra, at the junction of roads referred to already. This spot is supposed at one time to have been in the bed of the Khattakhall River, and got silted up, the Delasury River rises close to here, and flows away in a northerly direction towards Budderpore, passing through the gardens mentioned before, whilst the Kattakhall flows on in an easterly, and northerly direction emptying into the Barak, at Sealtick. Passing on from the old abandoned saw-mill, a few miles eastwards, the gardens of the Cachar Native Produce Co. are come across, and, alongside, and absorbed with it, is what was once known as Nunaikhall. The name of the Native Produce Co.'s factory is Vernerpore-

Next to it, in line eastward, are Roopacherra, Lallacherra, and then Lallamookh Divisions of the Bengal Co., Ltd., and crossing the river, a mile, or more from Lallamookh, comes Jafferbund, or Goglacherra (South Cachar Tea Co., Ltd.), a mile further on Kalacherra Tea Co., Ltd., and about two miles north Bundookmara (native name Morgagool), Phoenix Tea Co., Ltd. Still pursuing a northerly course, along the foot of the hills, the next garden is Mohunpore, an out-garden of the Burnie Braes Division of the Central Cachar Tea Co., Ltd. Burnie Braes is commonly known by the natives as Sudder Kotri. The name originated from its being the first head-quarters of the big Assam Co. when it first started. Following along the Kattakhall about three miles north, Burniemookh, an out-garden of Burnie Braes, the last tea garden on this river is passed, and about five miles from it the Kattakhall empties its waters into the Barak, at a point about two miles west of the Salehupra station of the A.-B. R. The A.-B. R., it is understood, intend having a siding here. All these gardens are served by the Steamer Co. at Sealtick which is close by. About three miles

further east, the Gogra stream discharges its accumulated waters into the Barak, and if we follow up this stream, from the junction the first garden one comes to is Boglaghat, an out-garden of the Chincoorie Tea Co., and on the opposite bank lies a small out-garden of the East India Tea Co., Ltd., called Iudroghur; passing a little further on comes Elgin, and Chincoorie, both belonging to the company of the latter name. Quite adjacent to this comes Kuttal Division, Imperial Tea Co., Ltd., and here commences what is known as the Chutla Bheel, a huge inland lake in the rains, but in the cold weather almost dry. The Bheel is in the shape of an egg, and if one went round, skirting it on the western side, would be found Holtia, out-garden of Kuttal, Imperial Tea Co., Ltd., then Borsangon (native name Mukachubry) Division of the East India Tea Co., Ltd., then Ruttonpore Estate, then Rosekandy (Indian Tea Co. of Cachar, Ltd.), then Chota Jalinga (Jalinga Tea Co., Ltd.), then Dwarbund Division B. I. Tea Co., Ltd., and furthest south Noarbhund (East India Tea Co., Ltd.). Going on eastward, there come the Burra Jalinga, and Allenpore Division (Anglo-

American Tea Co., Ltd.), Derby Tea Co., Ltd., then Iringmara, then Silcoorie, and last on the eastern side of the Bheel comes Borokai Tea Co., Ltd. It will thus be seen that all these gardens are little benefited by the railway, the entire produce is carried by water by the River Gogra after the rains open; and it is a matter of choice whether the boat turns into the Salchupra siding, or goes on half an hour to Sealtick, the steamer godown ghat for all of them. The next station on the A.-B. R. is Silchar (railway distance gives it as ten miles), but bar piece-goods, etc., this station does not command much downward freight except as a depôt. The nearest garden to it is Doodputlee, but as steamers pass the door there is not much to tempt shipment by rail, as it would involve both boating, and cartage. However, before going to this bank of the river, it is proposed to go along the south bank. Travelling in an eastward direction, say about ten miles, one would come to the Soonai River, and if a detour is made along its banks in a southerly direction, one would pass through Rukni Tea Estate, a Private concern, and further on Mouier and Dhurmiakhal Estates.

At the Monierkhall there is a saw-mill, and quite close to these is the Lushai Frontier, and this is really the last garden in this direction. Retracing one's steps and crossing the Soonai, the first garden one comes to is Hatikury (Eastern Tea Co., Ltd.), and immediately surrounding it is grouped Bowaleah Division of the same company, and North bank, or Chingoor Tea Estate, these are south of Hatikuri ; and if one proceeds north, the head factory of the Eastern Cachar Tea Co., Ltd., Binakandy is the first to be reached, and further on, five miles, comes Mahmuda Division of this company, in contiguity to it, lies Roopabally Tea Estate ; three or four miles further up the Barak (for here one has returned to its banks) comes Luckipore, and almost touching it Tilka Tea Estate, then Dilkoosh, and a few miles south-east Naraindhur, an out-garden of the Luckipore concern. Higher up the river several gardens existed, until a few years ago, but are now abandoned, so that crossing over the river, Alyne is now the only garden one comes to on the other bank. Lying considerably to the north-east, and on the

other side of the Jugong range of hills, lies Jheerieghat, Native Tea Co., Ltd. This garden has had a chequered career, being one of the oldest in the district, and been through more agents' hands than any other. It is also well-known as the boundary between Cachar, and the Independent State of Manipore. Retracing one's steps 14 miles to Luckipore Bazaar, the road to Silchar pursues a westerly direction, but if a northerly direction were taken instead, after about five miles, one would come to Labac, one of the Tarrapore Tea Co., Ltd., gardens, and situated on all sides of it, the whole of the tea area belongs to the same company. The names of the gardens on the north and east are Dewan (head centre), Thailu, Lallong, Burtoll, Lydiacherra, Balladhun, and in an easterly direction and towards Silchar, Tarrapore itself; distant about seven miles from Labac, and 13 from Silchar. Two miles north of Tarrapore lies Narrainpore, and in an easterly direction, say four miles comes Pallorbund, and Allipore, all of the Scottpore Co., Ltd. Passing Banskandy about 4 miles, which is the bifurcation of the Luckipore, and Tarrapore roads, and to the east of the

main road about a mile, lies Cossipore Division of the Doodputlee Tea Co., Ltd., and about a mile beyond it (but off the main road) lies the Arcouttipore Tea Co., Ltd., the nearest garden to Silchar on this side. The teas of all these gardens are boated down to Silchar during the height of the rains, a great many by the Cheerie and other small streams, but during the cold weather the Barak has to be resorted to. The nearest station for parcels, etc., is Silchar, distance varying from 3, to 25 miles. Banskandy, referred to above is eight miles from Silchar, and the Baringha or Burra Budrieghat which has to be negotiated to cross the Barak before getting to Silchar is distant three miles from the station. Once more retracing one's steps to Thailu garden of the Tarrapore Tea Co., Ltd., there is a farry or jungle path leading to Bundhoo, an out-garden of the same company, distant about four miles, as Bundhoo plateau is probably 150 feet higher than the Thailu one, the traveller might say he has here entered what is locally known as the Happy Valley. This Valley is a huge oblong, and the garden nearest Bundhoo, is Coombergam of the Endogram Tea Co., Ltd., but to

commence on the eastern side, one has to go as far as Arcuttipore mentioned before, and the following is the order commencing from there. Travelling in an north-easterly direction one mile from Arcuttipore, lies Madoora, two miles further on Doyapore, three miles further Majagram (Scottpore Tea Co., Ltd.), one mile south of this Doloogram Estate, again going north-easterly Scottpore Division of the company of the same name, then Badlicherra, Coombirgram, and Indrogram of the Endogram Tea Co., Ltd., distant from Scottpore 1, 2, and 3 miles, respectively. Two miles further on is Koombir of the Jetinga Valley Tea Co., Ltd., three miles further the apex of the oblong is reached in Paticherra Tea Estate, and Martycherra (Cheerie Valley Tea Co., Ltd.), two miles almost due east of Paticherra. Reversing and travelling in a north-westerly, or almost westerly direction, the following gardens lie along the foot of the North Cachar Hills: Patimara, Thuligram, Goabbarie, Shibarbund and Nagadoom, all the property of Messrs. Spicer Bros. Veering south-west comes Chandighat of the Rungamuttee Tea Co., Ltd., distant from Silchar about

14 miles, and nearer to Silchar three miles come Larsinga, Burrassinga and Chotasinga (Jetinga Valley Tea Co., Ltd.); whilst, just opposite in the centre of the oblong is Urrunabund Division of the British India Tea Co., Ltd. Still nearer Silchar about 3 miles as the crow flies come Chultakandy, Molydur and Hatticherra, all of the Doodputlee Tea Co., Ltd., the distance from Silchar varies from three, to five miles; further on, and quite close to the station, is Chota Doodputlee, also of the same company. From this Happy Valley, it is but a short step into what is generally called North Cachar. The gardens in it are mostly lying along the foot of the North Cachar Hills with one or two exceptions. If the map is consulted it will be seen that the road leading out from Silchar crosses the Barak at Mussempore, and it is a branch from the main Sylhet, and Silchar road. This ghat is called after the garden Mussempore, and now belongs to the Khoreel, and Kallinugger Tea Co., Ltd., and about two miles from it in a northerly direction is Khoreel, and a mile and a half further on is Kallinugger, a mile, or less on is Rampore Estate, and close

by, a mile or so on is Doloo Tea factory of the company of same name. About three miles north, lying right under the hills, and on the road to Nemotha (the Hill Sanitarium of Cachar) is a garden of the same name. Pursuing a westerly course under the hills first comes Along, an out-garden of the Rampore Estate, then Burkhola, Balla, Doloo, Naren, Heron, Sona and Panicher-ras of the Cherra Tea Co., Ltd. Immediately adjoining Heroncherra, is Dulcherra of the company of that name, then Bicerampore Division of the North Cachar Tea Co., Ltd., then the North-Western Cachar Tea Co., better known locally as Karkoorie, then Craigpark and Kalline, and further on Kallinecherra and Nutwanpore Division of the Loobah Tea Co., Ltd. This brings one right up to the Sylhet district, and on the north bank of the Surma River, as was mentioned before, lies the town of Sylhet. Taking the gardens in the orders written above, the Kallynugger and Khoreel Co., as also the Doloo Co., Suhong, and Rampore Estates ship for 9 months of the year by the Doloo stream, which falls into the Jetinga,—on this river a feeder service is kept up by the Steamer Co., so that all their produce goes by that route.

The Burkhola Estate, and the Cherra Co., also ship by the feeder service of the Inland Steamer Companies on the Jetinga River, and Biorampore, Dulcherra, and North-Western Cachar Companies ship by small streams to Sealtick a great part of the year. In the case of Kalline, and Craigpark, the railway serves as an alternative route, as it runs quite close to these gardens, i.e., the main line of the A.-B. R. that runs into Assam, and with regard to the others the advantages are doubtful as they would have to boat their teas against stream, and carry from the river bank at either Budderpore, Banga or Karimgunge a considerable distance, whereas, after reaching the bifurcation at Banga, the course is down stream to Karimgunge, where the boats can discharge straight into the steamers, and have done with it. The steamer service up to Loobah has been described before, when dealing with Sylhet, and this concludes a self-set task with regard to a district, which has been hitherto so much out of the way, but, through European enterprise, has been now brought close to Calcutta, and, in the near

future, it would not be too much to expect the alternate route of steamer, and railway to become a favourite way of spending a poojah holiday, if time did not permit of one doing the round trip by steamer. With all apologies for its shortcomings which are many, it is now launched before the public in the hopes that it may be of some use, if in no other way than to Calcutta tradesman, and, that it may lead to some one else taking the subject up, and improving upon it. No trouble, or expense has been spared to bring the map up to date, and it is the only reliable one now in print, and, the work has been done by the Survey of India Department, which, is guarantee enough in itself as to its correctness.



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Derby, 39	Silchar	...	Sealtick.
Deundi, 9, 19	Shazi Bazaar	...	Mudna.
Dewan, 14, 41	Silchar	...	Silchar (Lackipore in rains).
Dhallesur, R., 20
Dhamai, 11, 29, 30	Dakshinbagh	...	Fenchoogunge.
Dharmiakhall, 14, 39	Silchar	...	Silchar.
Dilalpore, 8
Dilkoosh, 15, 40	Silchar	...	Silchar (Lackipore in rains).
Doloi, 10, 25	Allynugger	...	Monoomookh.
Doloi, R., 25
Doloo, 13, 45	Silchar	...	Jetinga Mookh.
Dolocogram, 43	Silchar	...	Silchar.

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		Nearest Railway Station.	Nearest Steamer Ghat.
Doodputlee, 39, 42, 44	...	Silchar	Silchar.
Doolabcherra, 12	...	Barlika	Karimgunge.
Doyapore, 14, 43	...	Silchar	Silchar.
Dukingole, 11, 30	...	Barlika	Fenchhoogunge.
Dulcherra, 16, 46	...	Behara	Sealtick.
Durgacherra, 32	...	Barlika	Karimgunge.
Dwarbund, 38	...	Silchar	Sealtick.
		E.	
Ekarooni, 27	...	Kalaura	Ballygunge.
Elgin, 38	...	Silchar	Silchar.
Enathgunge, 9	...	...	...
Eralligool, 12, 31	...	Barlika	Karimgunge.
Etah, 10, 27, 28	...	Kalaura	Ballygunge.
		F.	
Fenchhoogunge, 4, 11, 15, 17, 27, 29	...	...	...
Ferdinandpore, 34	...	Budderpore	Sealtick
Fort Aijal, 36	...	Silchar	Silchar.
Fuskoorie, 23	...	Srimungal	Monoomookh.
Fyzabad, 21	...	Deraagon	Mudna.

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Gajegunge, 21
Ghaseepore, 11, 28, 29	...	Kalaura	Fenchoogunge.
Giellachorra, 23	Srimungal	Monoomookh.
Goabarrie, 43 ...	...	Silchar	Silchar.
Goalnugger, 8 ...	...	...	...
Goalundo, 1, 3, 4, 5, 6, 7, 17 ...	...	...	...
Goffa, R., 9, 22 ...	...	...	...
Goglacherra or Jaffirbund, 37	...	Salchupra	Sealtick.
Gogra, R., 28, 39	...	...	...
Goolni, 16, 18 ...	...	Kalaura	Sylhet.
Goombiracherra, 12, 32	...	Barlika	Karingunge.
Goomra, 16	Budderpore	Libberpotta.
Goyahnugger, 24	...	Srimungal	Monoomookh.
Gujong, 15

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Hail Hoar, 9, 22, 24
Happy Valley, 13, 42, 44
Hatticherra, 44	...	Silchar	Silchar.
Hattikhira, 12, 32	...	Barlika	Karingunge.
Hattikury, 14, 40	...	Silchar	Silchar.

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		Nearest Railway Station	Nearest Steamer Ghat.
Heroncherra, 45	...	Damcherra	Jetinga Mookh.
Hingajea, 11	...	Kalaura	Fenchoogunge.
Hobeegunge, 8, 19, 20	...	.....	.....
Holicherra, 26, 28	...	Kalaura	Fenchoogunge.
Holtia, 38	...	Silchar	Sealtick.
Hooglicherra, 22	...	Sathgao	Monoomookh.
Hucky Lucky Hoar, 11	...	...	.....
Hurragej, 28	...	.....	.....
Hylakandy, 34	...	Salchupra	Sealtick.
		I.	
Indanugger, 11, 27, 28	...	Kalaura	Fenchoogunge.
Indessur, 10	...	Kalaura	Ballygunge.
Indroghur, 38	...	Silchar	Sealtick.
Indrogram, 43	...	Silchar	Silchar.
Iringmara, 39	...	Silchar	Sealtick.
Itakhola, 19, 20	...	.....	.....
		J.	
Jaffbund, 13, 37	...	Silchar	Sealtick.

Jafflong, 16, 19	..	Kalaura	..	Sylhet.
Jagcheria, 9, 23	..	Srimungal	..	Monoomookh.
Jaggernath Ghat, 2, 3, 6	..	.....	..	.....
Jaintipore, 18	..	Karimgunge	..	Sylhet.
Jallalpoore, 16	..	Budderpore	..	Budderpore.
Jantia, 16	..	Karimgunge	..	Budderpore.
Jetarmookh, 34	..	Salchupra	..	Sealtick.
Jetinga Mookh, 19	..	.....	..	.....
Jetinga R., 43, 45, 46	..	.....	..	.....
Jheerie, 15	..	.....	..	.....
Jheerie Ghat, 15, 41	..	Silchar	..	Silchar (Luckipore in rains).
Jhurie, 11, 29, 32	..	.....	..	.....
Jhurie Mookh, 28	..	.....	..	.....
Jugong, 41	..	.....	..	.....
Julnacheria, 35, 36	..	Salchupra	..	Sealtick.
Juri (Jhurie) Valley, 32	..	.....	..	.....
Kajuldara, 26, 28	..	K.	..	Fenechoogunge.
Kajuricheria, 23	..	Kalaura	..	Monoomookh.
	..	Srimungal

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	Nearest Railway Station.	Nearest Steamer Ghat.
Kaliacherra, 23 ...	Srimungal ...	Monoomookh.
Kalacherra, 13, 32, 37	Silchar ...	Sealtick.
Kalaura, 17, 26, 28, 30	.....	.....
Kalighat, 9, 23 ...	Srimungal ...	Monoomookh.
Kaliti, 11, 28 ...	Kalaura ...	Fenchoozung.
Kallaincherra, 16, 45	Behara ...	Budderpore.
Kallain, 16, 45, 46	Behara ...	Budderpore.
Kallinugger, 18, 44, 45	Silchar ...	Jetinga Mookh.
Kanny Katti, 26	Shamaherrugger	Monoomookh.
Karnapahar, 11, 29	Kalaura ...	Fenchoozung.
Karingunge, 4, 5, 11, 16, 29, 30, 31, 46	.....	.....
Karimpore, 11, 27, 28	Kalaura ...	Ballygung.
Karingi, 21	.....	.....
Karkoorie or Degubher, 16, 45	Behara ...	Sealtick.
Kasinugger, 29	Kalaura ...	Fenchoozung.
Kattakhall, 13, 34, 35, 36, 37	.....	.....
Kekragool, 12, 32	Barika ...	Karingunge.
Khoreel, 13, 44, 45	Silchar ...	Silchar.

Komola Ghat, 8	...	...	...	...
Koombir, 43	...	Silchar	...	Silchar.
Koyab, 13, 35	...	Salchupra	...	Sealtick.
Koye, R., 8, 20, 21	...	...	...	...
Kudmacherra, 34	...	Salchupra	...	Sealtick.
Kukiecherra, 13, 35	...	Salchupra	...	Sealtick.
Kunchunpore, 13	...	Salchupra	...	Sealtick.
Kurnacherra, 10, 25	...	Allynugger	...	Monoomookh.
Kushiera R., 5, 11, 12, 15, 27, 28, 33	...	...	...	...
Kutchoo Mookh, 12	...	...	...	...
Kutchoo, R., 33
Kuttal, 38	...	Silchar	...	Sealtick.
Kyecherra, 23	...	Srimungal	...	Monoomookh.
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Lackatoora, 16, 18	...	Kaleura	...	Sylhet.
Lallakhall, 16	...	Kaleura	...	Sylhet.
Lallamookh, 13, 37	...	Salchupra	...	Sealtick.
Lalloberra, 32	...	Barika	...	Karimgunge.
Lalkhira, 15, 32	...	Barika	...	Karimgunge.
Laranga, 13, 44	...	Silchar	...	Silchar.

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	Nearest Railway Station	Nearest Steamer Ghat.
Lalac, 41	... Silchar	... Silchar (Luckipore in rains).
Lakhicherra, 23	... Srimungal	... Monoomookh.
Lallacherra, 13, 37	... Silchar or Salchupra	... Sealtick.
Lallehand, 9, 19	... Sazee Bazaar	... Mudna.
Lallong, 14, 41	... Silchar	... Silchar (Luckipore in rains).
Latoo, 31	... ..	... ..
Libberpotta Ghat, 16	... ..	... ..
Longai, 11, 30, 31, 32	... Barika	... Karingunge.
Lotakandy, 13, 35	... Salchupra	... Sealtick.
Loobah, 11, 16, 27, 46	... Karingunge	... Sylhet.
Loobahcherra, 18	... Karingunge	... Sylhet.
Luayuni, 26, 27	... Kalaura	... Fenchooogunge.
Luckipore, 14, 15, 40, 41	... Silchar	... Silchar (Luckipore in rains).
Luckynugger, 35	... Salchupra	... Sealtick.
Langicherra Coffee E., 10	... Shumshernugger	... Monoomookh.

Lungla, 10, 11, 26, 27	...	Telagaon . ...	...	Monoomookh.
Lushai, 31, 32, 35, 36	...	.....	...	.....
Lusherpore, 8, 9, 20	...	Shaistagunge or Itakhola	...	Mudna.
Lydiacherra, 41 ...	...	Silchar ...	...	Silchar (Luckipore in rains).
		M.		
Madobpore, 10, 25	...	Allynugger ...	...	Monoomookh.
Madoora, 14, 43 ...	...	Silchar ...	...	Silchar.
Maguracherra, 12, 32	...	Barlika ...	...	Karingunge.
Mahmuda, 14, 40	...	Silchar ...	...	Silchar (Luckipore in rains).
Majagram, 14, 43	...	Silchar ...	...	Silchar.
Manicknugger, 8	...	.....	...	.....
Manipur, 15, 35, 41	...	.....	...	.....
Marcolly, 4, 5, 6, 9, 17	...	.....	...	.....
Marticherra, 13, 43	...	Silchar ...	...	Silchar.
Massenpur, 44 ...	...	Silchar ...	...	Silchar.
Maulvi Bazaar, 9, 24	...	Srimungal ...	...	Monoomookh.
Maulvi, T. E., 9, 24	...	Srimungal	Monoomookh.
Masdehee, 9, 24	Srimungal	Monoomookh.
Medly, 29	...	Barlika.	Karingunge.

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	Nearest Railway Station.	Nearest Steamer Ghat.
Mertinga, 10 ...	Shamshernugger	Monoomookh.
Mirzapore, 9, 22	Sathgao ...	Monoomookh.
Mohunpore, 37 ...	Salchupra ...	Sealtick.
Mokhamcherra, 12, 33	Barlika ...	Karingunge.
Molydur, 44 ...	Silchar ...	Silchar.
Monscherre, 35 ...	Salchupra ...	Sealtick.
Monierkhal, 39 ...	Silchar ...	Silchar.
Moncoo R., 10, 24, 26	.....	.....
Monoomookh, 9, 10, 11, 22, 24, 25, 28	Srimungal ...	Monoomookh.
Moolagool, 18 ...	Karingunge ..	Sylhet.
Morapore, 27 ...	Kalaure ...	Fenchhoogunge.
Morgagool, 37 ...	Silchar ...	Sealtick.
Morganpore, 134	Salchupra ...	Sealtick.
Moteegunge, 22 ...	Srimungal ...	Monoomookh.
Muchikandy, 8, 20, 21	Shaistagunge...	Mudna.
Muddanpore, 11, 15, 31	Latoo ...	Karingunge.
Mudna, 8, 9, 20, 21	Shaistagunge...	Mudna.
Mukachubry, 38 ...	Silchar ...	Sealtick.

Mulnacheria 16, 18	...	Kalaura	...	Sylhet	.....
Mymensing, 6	...	...	.....	...	.....
N.					
Nagacheria, 35	...	Salchupra	...	Sealtick.	...
Nagadoom, 43	...	Silchar	...	Silchar.	...
Naraindhar, 40	...	Silchar	...	Silchar (Lackipore in rains).	...
Naraingunge, 2, 4, 6, 8, 17	...	...	.....	...	.....
Narainpore, 41	...	Silchar	...	Silchar.	...
Narencheria, 45	...	Silchar	...	Jetinga Mookh.	...
Nemotha, 13, 45	...	Damcheria	...	Jetinga Mookh.	...
Nilam Bazaar, 31	...	...	...	...	.....
Nimtolla Ghat, 2, 3, 6	...	...	.....	...	.....
Noarbund, 38	...	Silchar	...	Sealtick.	...
North Cachar, 44	...	...	.....	...	.....
North Cachar Hills, 12, 43, 44	...	...	.....	...	.....
Muniakhall, 36	...	Salchupra	...	Sealtick.	...
Nutwanpur, 16, 45	...	Karimgunge	...	Budderpore.	...
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Ohivacheria, 12, 14, 30, 31, 32	...	Barilka	...	Karimgunge.	...

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	Nearest Railway Station.	Nearest Steamers Ghat.
P.		
Pallorbund, 14, 41	Silchar ...	Silchar.
Parbulpore, 11, 26, 27	Telegon ...	Monoomookh.
Parkool, 21	Sbaistagunge ...	Mudna.
Patarikandy, 30, 31, 32	Barlika ...	Karimgunge.
Pathimara, 13, 43	Silchar ...	Silchar.
Pathini, 11, 29, 32	Jhurie Flag or Kalaura ...	Karimgunge.
Paticherra, 13, 43	Silchar ...	Silchar.
Patikhola, 10, 25	Allynugger ...	Monoomookh.
Phoolcherra, 23 ...	Srimungal ...	Monoomookh.
Phooltolla, 11, 29..	Kalaura ...	Fenchogunge.
Piplagool, 32 ...	Kalaura ...	Karimgunge.
Pollycherra, 36 ...	.....	.....
R.		
Raighat, 23 ...	Srimungal ...	Monoomookh.
Rajkie, 11, 29 ...	Kalaura ...	Fenchogunge.
Rajnugger, 10, 26, 27	Telegon ...	Monoomookh.

Rampore, 13, 45 ...	...	Silchar	...	Jetings Mookh.
Ranee Bazaar, 25	...	Allynngger	...	Monoomookh.
Rema, 8	...	Shaitagunge	...	Mudna.
Rookni, 14, 39 ...	...	Silchar	...	Silchar.
Roopabally, 40 ...	...	Silchar	...	Luckipore in rains; Sil- char, cold weather.
Roopacherra, 37 ...	...	Salchupra	...	Sealtick.
Rose Kandy, 38 ...	...	Silchar	...	Sealtick in rains; Silchar, cold weather.
Rungamuttee, 43	...	Silchar	...	Silchar.
Rungecherra, 23	...	Telagson	...	Monoomookh and Fen- choogunge.
Russetpore, 21 ...	...	Deragson	...	Mudna.
Rutna, 11, 29 ...	...	Kalaura	...	Fenchoogunge.
Ruttenpore, 38 ...	...	Silchar	...	Sealtick.
Sabaspore, 11, 31	...	S.	...	Fenchoogunge
Sagurnal, 11, 23, 29	...	Dakabinbagh	...	Fenchoogunge.
Salchupra, 34, 37, 39	...	Kalaura	...	Sealtick.
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		Nearest Railway Station.	Nearest Steamer Ghat.
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Schindarkhan, 23	...	Srimungal ...	Monoomookh.
Scottpore, 43	...	Silchar ...	Silchar.
Sealdah, 3, 7
Sealtick, 13, 16, 36, 39, 46	...	.....	.....
Serispore, 13, 34	...	Salchupra ..	Sealtick.
Shaistagunge, 19, 20, 21	...	Shumahernugger	Mudna.
Shamahernugger, 25, 26	...	Shumahernugger	Monoomookh.
Shasie Bazaar, 19	...	Shasie Bazaar	Mudna.
Shibarbund, 13, 43	...	Silchar ...	Silchar.
Silchar, 3, 12, 13, 14, 33, 39, 41, 42, 43, 44	...	Silchar ...	Silchar.
Silcoorie, 39	...	Silchar ...	Silchar, and Sealtick in rains.
Silloah, 11, 29	...	Jhurie River or Kalaura	Fenchooonge.
Singalla, 35	...	Salchupra ...	Sealtick.
Singlacherre, 12, 32	...	Barilka ...	Karingunge.
Singlo R., 12, 33	...	...	.....
Singoor, 27	...	Kalaura ...	Fenchooonge.

Sivacherra, 32	...	...	Barika	...	...	Karimgunge.
Sonacherra, 45	..	...	Damcherra	...	...	Jetinga Mookh.
Sonakhira, 31	...	...	Barika	...	...	Karimgunge.
Sonai Mookh, 14	...	...	Silchar	...	...	Silchar.
Sonarupa, 14, 30	Dakshinabagh	Fenchhoogunge.
Soonai R., 14, 39, 40
Soonatollah, 26, 27	Telegaon	Monoomookh.
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Srimungul, 23, 24	Srimungul	Monoomookh.
Star, T. E., 16, 18	Kalaura	Sylhet.
Subong, 45	Silchar	Jetinga Mookh.
Sudder Kotri, 37	...	...	Salchupra	...	...	Sealtick.
Sunderbuns, 2, 4, 5, 7	...	...	...	.....	...	.....
Suphinjury Rheel, 30, 32	..	...	Barika	...	...	Karimgunge.
Surma, 19	...	...	Itakhola	...	...	Mudna.
Utang, 9	...	...	...	.....	...	.....
Sylhet, 1, 2, 3, 4, 5, 6, 7, 9, 10, 17, 18, 34, 44, 45	Kalaura	Sylhet.
Tarapore, 14, 41, 42	T. Silchar	Silchar.

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	Nearest Railway Station.	Nearest Steamer Ghat.
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Tectulpar, 13	...	Silchar ... Silchar.
Telagaon, 26, 28	...	Telagaon ... Monoomookh.
Teliapara, 19	...	Itakhola ... Mudna.
Thailu, 41, 42	...	Silchar ... Silchar.
Thaligram, 13, 43	...	Silchar ... Silchar.
Tilbhoom, 11, 30	...	Kalaura ... Fenchooonge
Tilka, 15, 40	...	Silchar ... Silchar and Luckipore.
Tipperacherre, 23	...	Srimungal. ... Monoomookh.
Tollgang, 11
Udna	...	U.
Urrunabund, 14, 44	...	Kalaura ... Ballygunge.
	...	Silchar ... Silchar.
Vernerpore, 13, 37	...	V.
	...	Salchupra ... Sealtick.